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GLICKMAN EXPECTED TO INTRODUCE BROADER AIRCRAFT TAX BILL

Rep. Dan Glickman (D-Kan.), who earlier introduced legislation to eliminate additional tax liability for persons who travel free on a space available basis on company-owned transportation (*BA*, March 11/73), is expected to introduce an expanded bill this week that will address the issue of how to value personal transportation on business aircraft. Under Internal Revenue Service regulations that went into effect Jan. 1, valuations ranging from full airline coach fare to charter rates would be assigned to the gross incomes of persons who make personal trips on company aircraft. Glickman's bill is expected to provide for valuations similar to those proposed by general aviation interests, who are seeking a tiered series of valuations based on the weight of the aircraft and ranging from one-half coach fare to the equivalent of first class air fare.

In addition to supporting Glickman's efforts, general aviation lobbyists also are preparing to appear at an IRS public hearing on the new regulations. That hearing is scheduled to run April 16-18 and GA interests are seeking an appearance on the 18th that would include testimony from representatives of the Aircraft Owners and Pilots Association, General Aviation Manufacturers Association, National Air Transportation Association and the National Business Aircraft Association. It is expected that chief executives of some of the member companies of those organizations will testify at the hearing.

AVCO, DEERE ANNOUNCE ROTARY ENGINE DEVELOPMENT PROGRAM

Avco Corp. announced agreement last week with Deere & Co. on a joint development program for a rotary engine that Avco said would result in certification of an aircraft rotary engine by the end of 1989. "There hasn't been a truly fundamental change in engines for 30 years," said Howard Knutson, president of Avco Lycoming Williamsport Division, adding that, "I think the market is just crying for an engine like this."

John Deere Technologies International (JDTI) purchased all rights to the Stratified Charge Omnicor Rotary Engine (SCORE) from Curtiss-Wright Corp. in February 1984 and has been pursuing development of the engine since then. Under the agreement with Avco, the aircraft engine manufacturer and JDTI will jointly spend in excess of \$30 million over the next five years to develop, test and certify an aviation rotary engine. Avco, which will make royalty payments to Deere after the engine goes into production, will have worldwide rights to all aviation propulsion applications of the powerplant, while Deere will pursue other applications.

Knutson said the rotary engine will have a higher horsepower to weight ratio, a smaller frontal area, will cost less than a turbine engine of comparable horsepower, be superior in high altitude performance and have lower fuel consumption at all power settings. One of the most important advantages will be its ability to operate on a variety of different fuels. First engines to be built will be designed for jet fuel because of its cheaper price and wider availability, but he said with minor modifications the stratified charge rotary would be able to burn aviation gasoline, liquid petroleum gas, alcohol, methane or diesel fuel.

Avco's first rotary engine will be liquid-cooled and aimed at the 350-400 horsepower general aviation market. The technology should permit later engines to be scaled up or down from 50 to 1,500 horsepower, but officials indicated Avco will probably concentrate on moving up in horsepower rather than down, with

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — FEBRUARY UNIT SHIPMENTS

	Feb. 85	Cal. Year		Feb. 85	Cal. Year	
BEECH AIRCRAFT CORP.						
● Single-Engine						
BE-77 Skipper	0	0	CE-404 Titan	0	0	
BE-C23 Sundowner	0	0	CE-414 Chancellor	0	0	
BE-C24R Sierra	0	0	CE-421 Golden Eagle	0	0	
BE-F33A Bonanza	2	3	CE-208 Caravan I	2	2	
BE-V35B Bonanza	0	0	CE-425 Conquest I	6	10	
BE-A36 Bonanza	5	10	CE-441 Conquest II	3	4	
BE-B36TC Bonanza	0	0	CE-500 Citation I	0	0	
● Multi-Engine						
BE-B55 Baron	0	0	CE-550 Citation II	0	0	
BE-E55 Baron	0	0	CE-550S/II Citation II	3	5	
BE-58 Baron	3	4	CE-650 Citation III	4	5	
BE-58TC Baron	0	0	CESSNA/REIMS AVIATION			
BE-58P Baron	0	2	● Single-Engine			
BE-76 Duchess	0	0	CE-F152	0	1	
BE-860 Duke	0	0	CE-F152 Aerobat	0	0	
BE-C99 Airliner	0	0	CE-F172 Skyhawk	0	0	
BE-C90-1 King Air	1	2	CE-FR172 Hawk XP	0	0	
BE-F90-1 King Air	0	1	CE-F182 Skylane	0	0	
BE-B100 King Air	0	0	CE-F182RG Skylane RG	0	0	
BE-200 Super King Air	2	3	TOTAL	73	140	
BE-200C Super King Air	1	1	Manufacturers net billing — \$49,527,889			
BE-300 Super King Air	2	4	AVIONS-MARCEL DASSAULT			
BE-200T Super King Air	0	0	● Multi-Engine			
BE-C99 Commuter	0	0	AD-My.10 Falcon	1	1	
BE-1900 Commuter	0	0	AD-My.20 Falcon	0	0	
BE-1900C Commuter	2	2	AD-My.200 Falcon	1	3	
TOTAL	18	32	AD-My.50 Falcon	0	0	
Manufacturers net billing — \$18,519,466.50			TOTAL	2	4	
BRITISH AEROSPACE						
● Multi-Engine						
BAe Jetstream 31	0	1	DEHAVILLAND AIRCRAFT OF CANADA			
HS-748	0	0	● Multi-Engine			
BAe 146-100	0	0	DHC-5	0	0	
BAe 146-200	1	1	DHC-6	3	3	
HS-125-800 Model A	0	2	DHC-7	0	1	
HS-125-800 Model B	0	0	TOTAL	3	4	
TOTAL	1	4	EMBRAER			
PILATUS BRITTEN-NORMAN LTD.						
● Multi-Engine						
BN-2B Islander	0	0	● Single-Engine			
BN-2T Islander	0	0	EMB-200	0	0	
Mark III Trislander	0	0	EMB-201 Ipanema	3	6	
TOTAL	0	0	EMB-710 Carioca (PA-28-235 Dakota)	0	2	
CANADAIR LIMITED						
● Multi-Engine						
CL-600 Challenger	1	1	EMB-711 Corisco (PA-28RT-201 Arrow)	0	0	
CL-601 Challenger	2	5	EMB-712 Tupi (PA-28-181 Archer II)	0	0	
TOTAL	3	6	EMB-720 Minuano (PA-32-310 Seratoga)	0	0	
CESSNA AIRCRAFT CO.						
● Single-Engine						
CE-152	6	17	EMB-721 Sertanejo (PA-32R-301 Seratoga)	0	0	
CE-A152 Aerobat	0	0	● Multi-Engine			
CE-172 Skyhawk	17	39	EMB-110P Bandeirante	1	7	
CE-172 Cutlass	0	0	EMB-110P1A Bandeirante	0	0	
CE-172RG Cutlass	0	1	EMB-121 Xingu	0	1	
CE-182 Skylane	9	20	EMB-B10D Seneca II	5	6	
CE-182 Turbo Skylane	0	0	EMB-820 Chieftain	0	1	
CE-182RG Skylane RG	2	3	TOTAL	9	23	
CE-182RG Turbo Skylane RG	0	1	FAIRCHILD AIRCRAFT CORP.			
CE-185 Skywagon	2	4	● Multi-Engine			
CE-U206 Stationair 6	3	8	Merlin III-C	0	0	
CE-TU206 Turbo Stationair 6	6	8	Fairchild 300	0	0	
CE-207 Stationair 8	0	0	Merlin IV-C	1	1	
CE-TU207 Turbo Stationair 8	0	0	Metro III	1	1	
CE-210 Centurion	1	1	Expediter	0	0	
CE-T210 Turbo Centurion	3	3	TOTAL	2	2	
CE-P210 Pressurized Centurion	5	5	GATES-LEARJET			
CE-188 AgHusky	0	0	● Multi-Engine			
CE-188 AgTruck	0	0	LR-25D	0	0	
● Multi-Engine						
CE-303 Crusader	1	2	LR-29	0	0	
CE-335	0	0	LR-35A	1	1	
CE-340	0	0	LR-36A	0	0	
CE-402	0	1	LR-55	1	1	
			TOTAL	2	2	
			GULFSTREAM AEROSPACE			
			● Multi-Engine			
			GR-1159A Gulfstream III	1	1	
			AE-840 Turbo Commander	0	0	
			AE-900 Commander 900	0	0	
			AE-980	0	0	
			AE-1000	2	5	
			TOTAL	3	6	

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		Feb. 85	Cal. Year
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	0	0
1124A	Westwind 2	0	0
TOTAL		0	0
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	2
LA-250	Renegade	0	1
TOTAL		0	3
MAULE AIR INC.			
• Single-Engine			
M-5-180C		1	2
M-5-200		0	0
M-5-235C	Lunar Rocket	0	1
M-6-235		0	0
M-7-180		2	2
M-7-235	Super Rocket	2	3
TOTAL		5	8
Manufacturers net billing - \$219,526			
MITSUBISHI			
• Multi-Engine			
Solitaire		0	0
Marquise		0	0
Diamond		0	1
TOTAL		0	1
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201	7	14
M-20K	231	3	4
TOTAL		10	18

PIPER AIRCRAFT CORP.

		Feb. 85	Cal. Year
• Single-Engine			
PA-38-112	Tomahawk	0	0
PA-28-161	Warrior	7	12
PA-28-181	Archer II	4	11
PA-28-236	Dakota	2	3
PA-28RT-201	Arrow IV	0	0
PA-28RT-201T	Turbo Arrow IV	2	6
PA-32-301	Saratoga	2	5
PA-32-301T	Turbo Saratoga	0	0
PA-32R-301	Saratoga SP	0	0
PA-32R-301T	Turbo Saratoga SP	2	3
PA-46-310P	Malibu	9	16
• Multi-Engine			
PA-31-310	Navajo	0	0
PA-31-325	Navajo C/R	0	0
PA-31-350	Chieftain	1	1
PA-31P-350	Mojave	5	7
PA-31T-500	Cheyenne I	0	0
PA-31T-500	Cheyenne IA	1	2
PA-31T-620	Cheyenne II	0	0
PA-31T2-620	Cheyenne IIXL	0	0
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	0	0
PA-42-400LS	Cheyenne	1	3
PA-34-220T	Seneca III	3	7
PA-44-180	Seminole	1	1
PA-44-180T	Turbo Seminole	0	0
PA-601B	Aerostar	0	0
PA-601P	Aerostar	0	0
PA-602P	Aerostar	0	0
PA-700P	Aerostar	2	5
PA-T1020		0	0
PA-T1040		0	0
TOTAL		42	82

Manufacturers net billing - \$10,615,193

SHORT BROTHERS LTD.

• Multi-Engine			
SBJ-CS-7	Skyvan	*	0
SD-3-30		*	0
SD-3-60		*	1
TOTAL		*	1
SINGLE-ENGINE		107	217
MULTI-ENGINE		66	119
GRAND-TOTAL		173	336

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	February			Calendar Year to Date		
	1985	1984	1983	1985	1984	1983
Beech	18	37	26	32	74	42
British Aerospace	1	4	1	4	5	2
Britten Norman	0	0	0	0	0	0
Canadair	3	1	*	6	3	*
Cessna	73	69	118	140	123	219
Dassault	2	3	1	4	3	5
De Havilland	3	4	*	4	6	*
Embraer	9	6	4	23	20	15
Fairchild	2	1	1	2	3	2
Gates	2	1	1	2	1	3
Gulfstream	3	4	6	6	8	8
Israel	*	1	1	0	1	1
Lake	0	0	1	3	1	2
Maule Aircraft Inc.	5	1	2	8	0	5
Mitsubishi	0	2	4	1	6	6
Mooney	10	9	8	18	15	20
Piper	42	49	57	82	82	128
Short	*	1	2	1	2	4
TOTAL	173	193	233	336	353	462

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available.